(c) if so, what are the reasons thereof;

(d) what are the differences in the emoluments and perks of these two categories of pilots; and

(e) what action is proposed to tackle unemployment of trained pilots?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Information on unemployed pilots is not maintained.

(b) and (c) In accordance with the existing guidelines, a domestic air transport operator is permitted to employed foreign pilots/engineers till he is able to train his own manpower. This is, however, permitted for such period and terms as may be required essentially. While foreign commanders are permitted to operate the flights to the extent required, foreign co-pilots are not permitted. Some non-scheduled operators have been allowed to employed non-Indian as pilots.

(d) At present, the existing scheduled domestic airlines, viz. Indian Airlines, Alliance Air, Archana Airways, Jet Airways and Sahara India Airlines are not utilising the services of foreign pilots.

(e) (i) DGCA monitors the replacement programme of operators for using Indian pilots as Commanders instead of non-Indian pilots. (ii) Permission is being given liberally to scheduled/non-scheduled operators to induct more aircraft including small aircraft so that increased employment is available for trained pilots.

Amount expended on Pilot training

2501. SHRI R.N. ARYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that several youths are wandering for pilot's job after completing the entire training like CPL etc.;

(b) if so, the details of their numbers categorically as general and SC candidates;

(c) whether Government have any plan for these pilots to have assured early job or continuity of maintaining flight skill; and

(d) what amount is required to prepare a pilot in training and relaxations for SCs in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The Directorate General of Civil Aviaiton (Dte. DCA) does not maintain statistics of unemployed pilots, including those belonging to Scheduled Caste category.

(c) Pilots are employed by Airlines and other Operators. When not gainfully employed, licence holders are allowed subsidised flying experience so as to enable them to keep their licence current.

(d) The total cost of flying training upto 250 hours on Cessna tpye of aircraft comes to Rs. 3,17,000/- approximately. The Dte. GCA provides free flying training of 60 hours each to 40 Scheduled Castes/Scheduled Tribes candidates every year.

Installation of Modern Air Traffic Control System at Delhi Airport

2502. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Modern Air Traffic Control System has become operational at the Delhi Airport;

(b) if so, what is the cost involved; and

(c) whether such system will be provided at other airports in the country and if so, the names of the airports?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The System was made operational on a trial basis at Delhi airport recently and is likely to be commissioned in the first week of January, 1999.

(b) Rs. 211 crores.

(c) Similar System is being provided at Mumbai International Airport.

Enhancement of allowances of Pilots in Air India

2503. SHRI VAYALAR RAVI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India signed an agreement with Pilot Association giving an allowance of Rs. 50,000 to 60,000 per month without any additional productivity;

(b) what are the reasons for this further enhancement to the Pilots who are drawing a huge salary; and

(c) whether the demands of other categories are not considered; if so the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The agreement signed by the Management with Indian Pilots Guild on 3.1.98 envisages a payment of by pass allowance per month of Rs. 50,000/ 48,000 for Commanders and Rs. 36,000/- 34,000 for Co-pilots respectively who are in the grade for more than 2 years/upto 2 years.

This settlement has resulted in (i) increased utilisation of aircraft (ii) Reduced time off and (iii) Career Progression for Pilots and Co-Pliots.

(c) The management has considered the demands of the other categories and signed Memorandum of Settlement with various Unions/Association/Guild.

Replacement of old Boeing aircrafts

2504. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have ordered the inspection of Boeing 737 Aircraft with Indian Airlines and Alliances Air in view of US Government ordering the inspection of aged Boeing 737;

(b) what is the life span of Boeing 737 Aircraft and whether Government have programmed to phase out the aged Boeing Aircraft;

(c) whether Government have received the report from Boeing Company regarding the inspection of aged Boeing Aircraft; if so, the major findings thereof; and

(d) if not, by when Government will be getting the report?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) The manufacturer has not stipulated any fixed life span for Boeing 737 aircraft. However, the design economic life for Boeing 737 aircraft as stipulated by Boeing Company is 75000 flight hours/ 51000 cycles/20 years.

(c) and (d) Director General of Civil Aviation has received documents from Boeing company on inspection of aged Boeing aircraft. These documents call for inspection of the critical areas of aged aircraft based on flying hours/flight cycles/elapsed time. Such inspections have been declared mandatory for compliance by all B737 aircraft operators. These inspections are complied with as and when due.

Upgradation of Madurai Airport

2505. SHRI S. AGNIRAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to convert the madurai Airport to an international airport and provide better facilities to improve the turnout of tourists to this historical city;

(b) if so, when the project will be completed; and

(c) if not, the reasons therefor?